WEATHER ON THE ATLANTIC AND PACIFIC OCEANS

NORTH ATLANTIC OCEAN

By F. A. YOUNG

June is normally one of the quietest months over the North Atlantic, and June, 1927, was no exception to the general rule. Judging from reports received up to date, gales did not occur in more than two days in any 5° square, and were fairly well distributed over the ocean north of the fortieth parallel. For the most part these gales were comparatively moderate; the highest force of wind usually not exceeding 8 or 9, although a few vessels encountered a maximum force of 10, as shown by the gale reports in table on pp. 286.

As is usually the case in June, fog was very prevalent, occurring on from 16 to 18 days over the Grand Banks and Nantucket shoals; it was reported on 13 days along the American coast, between Hatteras and New York, and on from 2 to 4 days over the steamer lanes, east of the fortieth parallel, while the European coast was comparatively clear, except that it was reported on 4 days in the vicinity of the Gulf of Cadiz.

TABLE 1.—*Averages, departures and extremes of atmospheric pressure at sea level, 8 a. m. (75th meridian), North Atlantic Ocean, June, 1927*

Stations	Average pressure	Departure [1]	Highest	Date	Lowest	Date
	Inches	*Inch*	*Inches*		*Inches*	
Belle Isle, Newfoundland	29.84	0.00	30.22	9th	29.38	14th.
Halifax	29.97	+0.03	30.36	18th	29.58	6th.
Nantucket	29.99	0.00	30.30	18th	29.62	11th.
Hatteras	30.02	+0.01	30.28	28th	29.80	11th.
Key West	30.00	+0.01	30.10	23d [2]	29.94	21st.
New Orleans	30.01	+0.06	30.18	29th	29.86	21st.
Swan Island	29.89	+0.02	29.98	7th	29.80	21st.
Turks Island	30.10	+0.09	30.16	23d	30.02	20th.
Bermuda	30.13	+0.03	30.28	8th [2]	30.04	1st.
Horta, Azores	30.02	+0.01	30.28	28th	29.80	11th.
Lerwick, Shetland Islands	29.75	−0.05	30.20	15th	29.36	19th. [2]
Valencia, Ireland	29.97	−0.03	30.18	22d	29.54	30th.
London	29.92	−0.01	30.24	22d	29.54	26th.

[1] From normals shown on H. O. Pilot Chart based on observations at Greenwich mean noon, or 7 a. m., 75th meridian.
[2] And on other dates.

Charts VIII to IX show the conditions on June 4 and 5 and Charts X and XI for the 29th and 30th. The first two charts are presented to give an idea of the weather encountered during the trans-Atlantic airplane flight of Messrs. Chamberlin and Levine, and the last two for that of the plane in charge of Commander Byrd.

As stated before, there were few well-defined disturbances during the month, although on a number of days gales were reported by vessels in widely scattered sections of the ocean.

On the 6th there was a fairly well-defined storm area between the 35th and 45th parallels and the 50th and 60th meridians.

On the 15th and 16th moderate to strong westerly gales swept the steamer lanes between the 40th and 55th parallels and the 20th and 40th meridians.

NOTE.—Capt. F. G. Pooley, Honduran S. S. *Morazan*, reports as follows:

On June 7th, while at Vera Cruz, wind N. force 3, Nb. 8, moving from N. between 9 and 9.30 a. m., 90th meridian time, and about 4 miles out at sea in an E. direction from the harbour and on the fore part of the clouds, I saw three waterspouts form. The first and second formed in the clouds and descended straight down in the form of an inverted cone, the sea being violently agitated and rising as a dense smoke, especially after the spout had reached the sea. They then increased in thickness until they resembled a huge black pillar. The third was very thin and formed in the shape of an acute angle, then gradually bent into a semicircle. The first spout, about three minutes before dissolving, palpitated in the middle between sky and sea as if it were breathing, throwing off at the same time what appeared to be like smoke. I noticed these spouts to dissolve from the sea and be drawn up into the clouds the reverse way to which they formed. The clouds appeared to be about 1,500 feet high.